



MMA Overview

NIID

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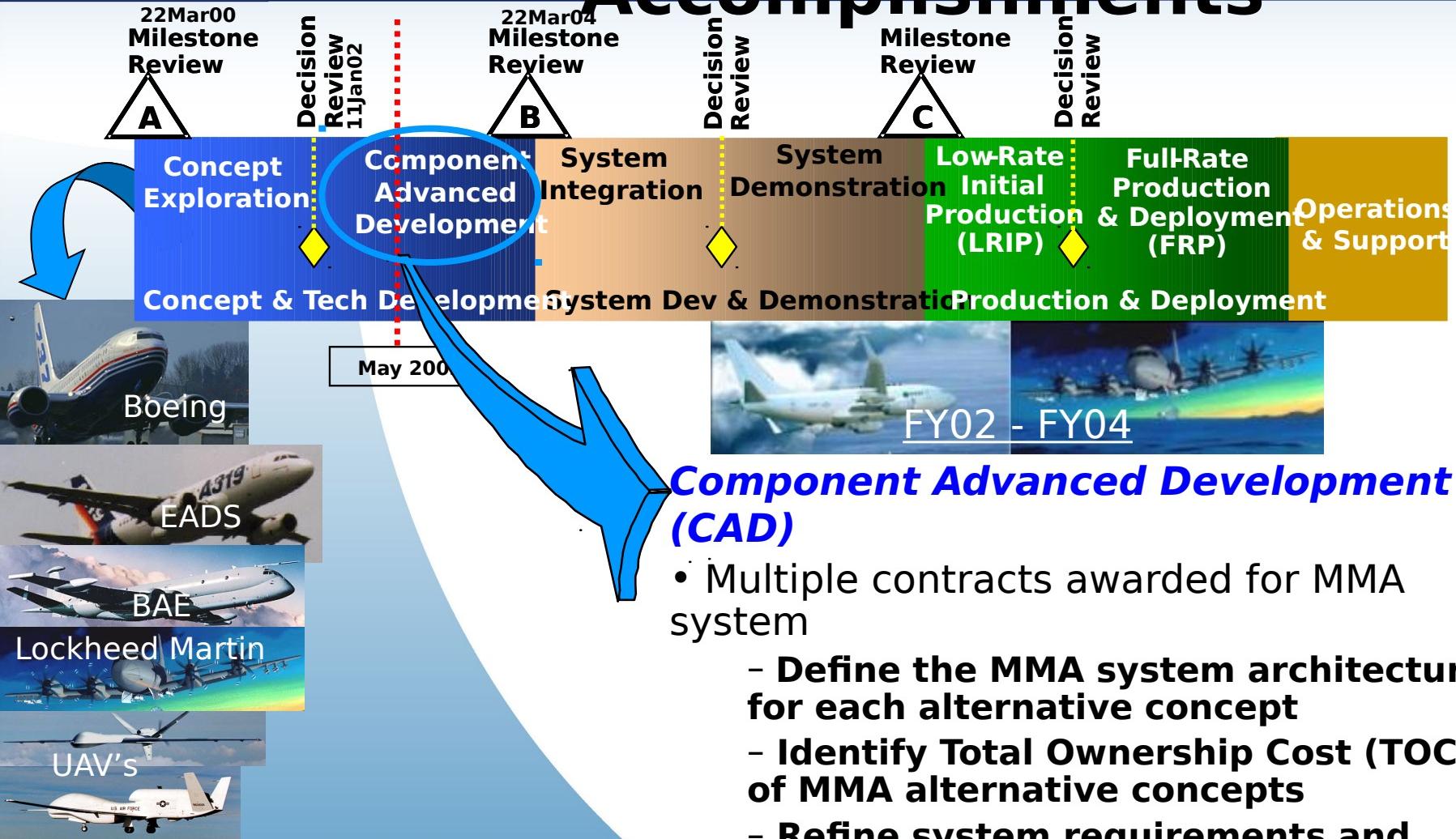
Purpose of MMA Program

To recapitalize the capabilities currently provided by the P-3 aircraft systems



The P-3 aircraft provides the USN with strategic blue water and littoral Undersea Warfare (USW) capabilities, and performs armed intelligence, surveillance and reconnaissance functions.

Recent Program Accomplishments

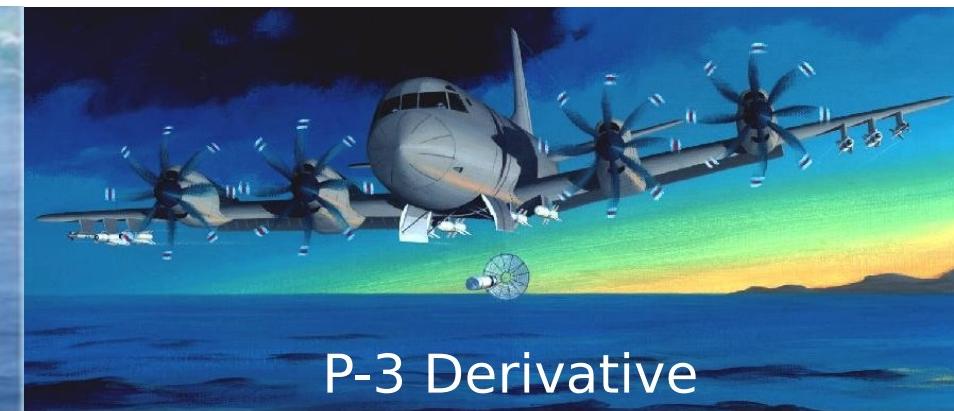


Component Advanced Development

- Contracts awarded on 10 September 2002
- Successful offerors:
Company System
Boeing 737 Next Generation
Lockheed Martin P-3 Derivative



737 Next Generation



P-3 Derivative

- Phase I: September 2002 to February 2003 (5 mos)
- Phase II: February 2003 thru 20 January 2004 (11 mos)
- **Milestone B - 22 March 2004**



Proposed Acquisition Approach

-Long Term-

FY04-08 *System Development & Demonstration [SDD]*

Phase

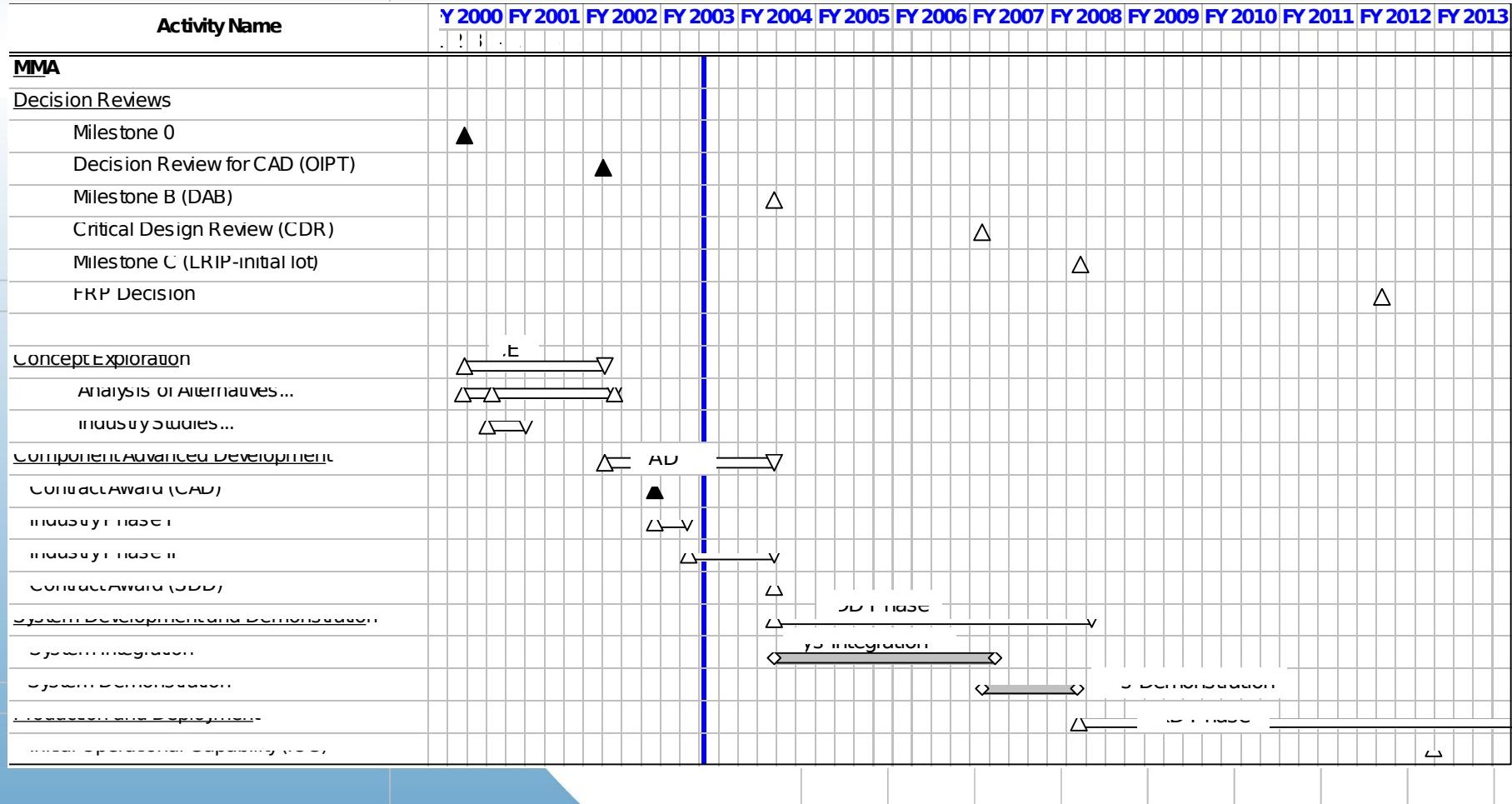
- Single prime contractor for MMA system
 - Develop detailed system and subsystem designs for the MMA system
 - Develop Systems Integration Labs (SIL) / Build Developmental test aircraft
 - Conduct integrated team development and integration tests
 - Develop / acquire ILS and training systems to support Developmental and initial Operational testing

FY08-TBD *Production & Deployment [P&D] Phase*

- Begin Low Rate Initial Production (LRIP)
- Complete Operational Evaluation (OPEVAL)
- Target Full Rate Production (FRP) decision to support 2012 Initial



MMA Program Schedule





Mission Systems

Will feature an open system architecture

- Evolutionary mission system capability
 - Initial production blocks must provide an overall mission system capability no less effective than the P-3C Update III Anti-Surface Warfare Improvement Program (AIP) baseline
 - Open system architecture should ensure Command, Control, Communications, Computers, and Intelligence (C4I) interoperability and supportability throughout the MMA life cycle

Spiral Acquisition Process facilitated through Open Systems Architecture



Logistic Support

Maximize MMA Fleet Squadron support and achieve maximum aircraft availability at the lowest Operational and Support (O&S) costs.

- Innovative logistic solutions
 - Commercial support concepts to be evaluated during CAD
 - Establish Partnering / Teaming arrangements
- Achieve Fleet transformational training objectives
 - Training and readiness certification on trainers versus aircraft
- Minimization of O&S costs in relation to the MMA Total Ownership Cost (TOC) through:
 - Logistics footprint and Organic manpower reductions,
 - Competitive base for depot level maintenance and component repair, &
 - Increased component reliability.



MMA International Goals

Provide a pathway for MMA to become the international solution for manned maritime surveillance platforms in the 21st century

- Duplicate and build upon past and current successes in the P-3 international community
 - Mutual support of operational commitments
 - Maximum interoperability
- Financial leverage for US and international partners
 - Economies of scale for unit costs during production phase
 - Incentives to “play now”
- Opportunities for industrial participation



MMA International Status

Initiatives under way in support of OSD/IPO multi-lateral MOU concept

- Means to facilitate dialogue and information exchange with allies
 - FMS cases in place with Australia and Japan
 - Information exchange agreements in development for Australia, Italy and United Kingdom
- Working with PMA-263 to prepare necessary documentation for IPO to prepare the overarching framework MOU
 - Goal is to have MOU in place by MS-B in early CY '04
 - In-depth working level discussions with RAAF
- Encouraging US industry to consider opportunities for offshore industrial participation



Summary

MMA continues to forge ahead both domestically and internationally

- MMA proceeding toward Milestone B in early CY 2004
- PMA-290 actively promoting international participation in the MMA program
- PMA-290 welcomes the opportunity to establish or continue dialogue with interested international partners